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who are declared entitled to compensation for injuries received in the course of their employment, whether their employer is negligent or not, provided only the injury is not caused by their own wilful misconduct. The English Employers' Liability Act of 1880 has formed the model for legislation upon this topic in several of our States. Alabama was the first of our Commonwealths to follow in England's steps, while New York is the latest recruit to the ranks of protestants against the common law doctrine so ably championed if not discovered by Chief Justice Shaw.

Such being in brief the history of the development and modification of the Employers' Liability rule, it is natural that Mr. Dresser should first expound the general principles upon which the rule is supposed to rest; then analyze the statutes which have modified it, and lastly to present the judicial expositions of the statutes. All this he does with ability and in a very satisfactory way. In the Appendix is to be found the text of the various English and American Employers' Liability Acts, but not all of the State legislation bearing upon the subject of the book. Statutes which limit or remove the defense of fellow-service in the case of railroad employees are printed in notes to the text of Chapter Seven.

THE ELEMENTS OF THE LAW OF SALE OF PERSONAL PROPERTY. By Wm. L. Burdick. Chicago: F. H. Flood & Co. 1901. pp. xi, 214.

This work is scarcely more than a skeleton of Benjamin on Sales. Its arrangement of topics is substantially the same, and when a variation occurs, it appears to have been resorted to for the sole purpose of escaping the charge of abject servility in copying a great original. Much of the text is a mere digest of decisions. A good example is afforded by pages fifteen and sixteen, which contain ten sections with their separate headings, ten lines of text, and the citations of forty-three cases. Most of the citations are from American reports, and the text does not disclose any careful study of the subject beyond Mr. Benjamin's book and its valuable American notes. Had the author investigated the law merchant, or even read with care Lord Blackburn's comments upon it, his section on stoppage *in transitu* would have been improved; and he would have escaped the error of asserting that the right of stoppage "is simply an extension of the vendor's lien." He would have learned that the two rights are quite distinct.

MASON ON HIGHWAYS, containing the New York Highway Law, etc. By Herbert Delavan Mason. Albany: Banks & Company. 1902. pp. xxi, 322.

The only objection to this little volume is the misleading character of its principal title, and the length of its sub-title, which, though accurately defining the scope of the work, is too long to be set forth *in extenso*. The book is not a treatise on highways, nor even a full exposition of the highway law of New York, but of only so much of the latter as has been embodied in statute form.

As an annotated edition of "The Highway Law" of 1890, the book leaves little to be desired. It presents the text of the statute in its present, amended form, together with such provisions of the county

law, the town law, and the State Constitution as have to do with the laying out and regulation of highways. The annotations are full and well-arranged, and, so far as can be gathered from a cursory examination, no important cases have been omitted.

Not the least important and useful part of the compilation is the collection of forms suitable for proceeding under the law. There are 118 of these, and they cover every possible proceeding authorized by the law. Within its somewhat restricted field, therefore, the book bids fair to prove invaluable to those who have to do with the laying out and regulation of highways. It should be borne in mind, however, that the statutes here reprinted do not form a complete code of the highway laws of the State of New York, and that the work does not supersede such general treatises as those of Angell and Elliott.

THE LOUISIANA PURCHASE. By James Q. Howard. Chicago: Callaghan & Co. 1902. pp. 170.

This little book possesses considerable interest both for those whose attention is being drawn to the Louisiana Purchase Exposition and for the student of history. The book makes no pretense of being an exhaustive treatise, only a portion of the work dealing with the actual purchase, yet it is apparent that the author has gone to the original sources, and he has drawn conclusions which are interesting and original. It is a little unfortunate that there is a tinge of partisan bias in his treatment of Jefferson. The third President is made to play a second or third-rate part in the purchase question. The credit due Livingston is strongly emphasized, as it should be, yet this need not detract from the part which Jefferson took in the transaction. It is true that Jefferson had no idea of acquiring the whole of Louisiana. He and probably every other statesman of the day would have considered themselves fortunate to secure New Orleans. Perhaps no one was more astonished than Livingston himself when informed by Talleyrand that the First Consul would dispose of the whole of Louisiana. Livingston was an experienced diplomat and quickly seized the bargain. Jefferson, though badly shaken up in his strict construction ideas by the audacity and immensity of the project, had the good sense to throw his theories to the winds and trust to the future for approval for his action. The author seemingly forgets that without the approval and co-operation of the President the purchase could never have been consummated, no matter how wisely and shrewdly Livingston might have negotiated it. The author's suggestion that among the things that induced Napoleon to sell was the fact that he was overmatched by the cleverness of the elder diplomat, is certainly an interesting comment on a question that has long been a puzzle to historians.

The discussion of the purchase is prefaced by an interesting account of the early history of Louisiana. At the end of the book is a short summary of the history of the States formed from this accession, also a brief biography of the American statesmen whom the author ranks foremost as founders and preservers of the Union. Among these appear the names of Washington, Hamilton, Jackson, Lincoln and Grant, but one looks in vain for that of Jefferson. Such an omission seems difficult to explain in what is professedly the